



CITY OF LODI

PUBLIC WORKS DEPARTMENT

COUNCIL COMMUNICATION

TO: City Council
FROM: City Manager
MEETING DATE: November 1, 1989
AGENDA TITLE: Traffic Resolution Amendment - Four-Way Stop Signs at the Intersection of Central Avenue and Elm Street

RECOMMENDED ACTION: That the City Council amend the Traffic Resolution 87-163 to approve the installation of four-way stop signs at the intersection of Central Avenue and Elm Street.

BACKGROUND INFORMATION: The intersection of Central Avenue and Elm Street has been studied due to the accident rate. Currently, Central Avenue stops at Elm Street. Volumes on these streets are 1,400 and 2,400 vehicles per day, respectively. We reviewed available accident records from 1986 to the present and there have been 12 accidents. Accident records for 1988 indicate that five of the seven accidents are correctable with four-way stop signs. According to the guidelines, the number of correctable accidents qualifies this intersection as a candidate for four-way stops (see attached guidelines). The volume split, although not ideal, is reasonable and the overall volumes are low.

A review of these accidents indicates that the majority of them involved the southeast corner. A field check of this corner shows that parked vehicles along Elm Street are causing a sight problem. Due to the lack of onsite parking at the southeast residential complex, and the high demand in the area, staff feels four-way stops should be installed.

Jack L. Ronsko
Public Works Director

JLR/RSK/mt

Attachment

cc: Street Superintendent
Police Chief
Assistant Civil Engineer-Traffic

APPROVED:

THOMAS A. PETERSON, City Manager

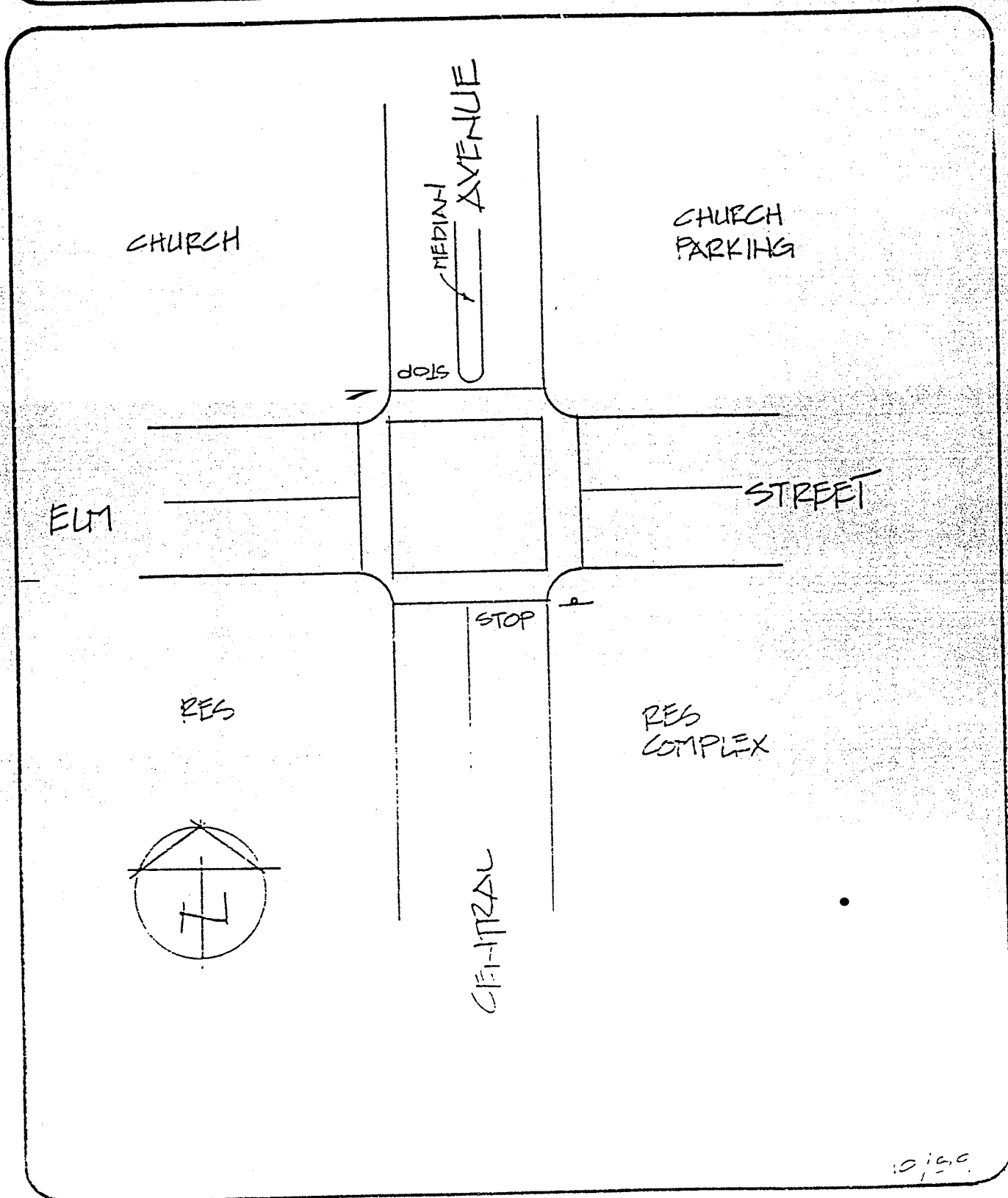
FILE NO.



CITY OF LODI

PUBLIC WORKS DEPARTMENT

ELM STREET / CENTRAL AVE.
EXISTING CONTROLS





CITY OF LODI

PUBLIC WORKS DEPARTMENT

MULTI-WAY STOP WARRANTS

INTERSECTION OF CENTRAL and ELM
DATE 10-17-81 BY RSC

Any of the following conditions may warrant a multi-way STOP sign installation.

- Where traffic signals are warranted and the need is urgent, the four-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the signal installation.

Satisfied

Not Satisfied ☒

- An accident problem, as indicated by five or more reported accidents susceptible of correction by a multi-way stop installation in a 12-month period. Types of accidents susceptible of correction include right angle and left turn collisions.

Time period JAN-DEC 1980
Total number of accidents 7

Number of correctible accidents 5
Satisfied ☒ Not Satisfied ☐

- Minimum volume warrant:

- The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any eight hours of an average day, and

Hour (ending)	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00
Major Street	1181	1167	1166	1179	1168	1171	1143	1124	
Minor Street	1101	1104	96	97	1112	1106	1129	93	

Highest 8 hours 11:00 a.m. to 7 p.m.
Total volume 2,246 vehicles
Average per hour 281 vehicles

- The combined vehicular and pedestrian volume from the minor street or highway must average at least 200 units per hour for the same eight hours with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the maximum hour.

Hour (ending)	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00
Minor Street Vehicles	1101	1104	96	97	1112	1106	1129	93	
Pedestrians									

Highest 8 hours 11:00 a.m. to 7 p.m.
Average per hour 105 vehicles
Average per hour * pedestrians (EST)
Average units per hour *
Satisfied ☐ Not Satisfied ☒

* VOLUME REQUIRED AVG OF 90 PERS / HR

- When the 85-percentile approach speed of the major street Traffic exceeds 40 miles per hour, the minimum vehicular volume warrant is 70 percent of the above requirements.

85-percentile speed 46
Satisfied ☐ Not Satisfied ☒

A four-way STOP sign installation is a useful traffic control measure when other available means of control are not adequate. It should not be used unless the volume of traffic on the intersecting roads is about equal and is undesirable at low volume intersections.

% Traffic major street 65%
% Traffic minor street 35%

YEAR(S): 86-88

DATE: 6-13 87

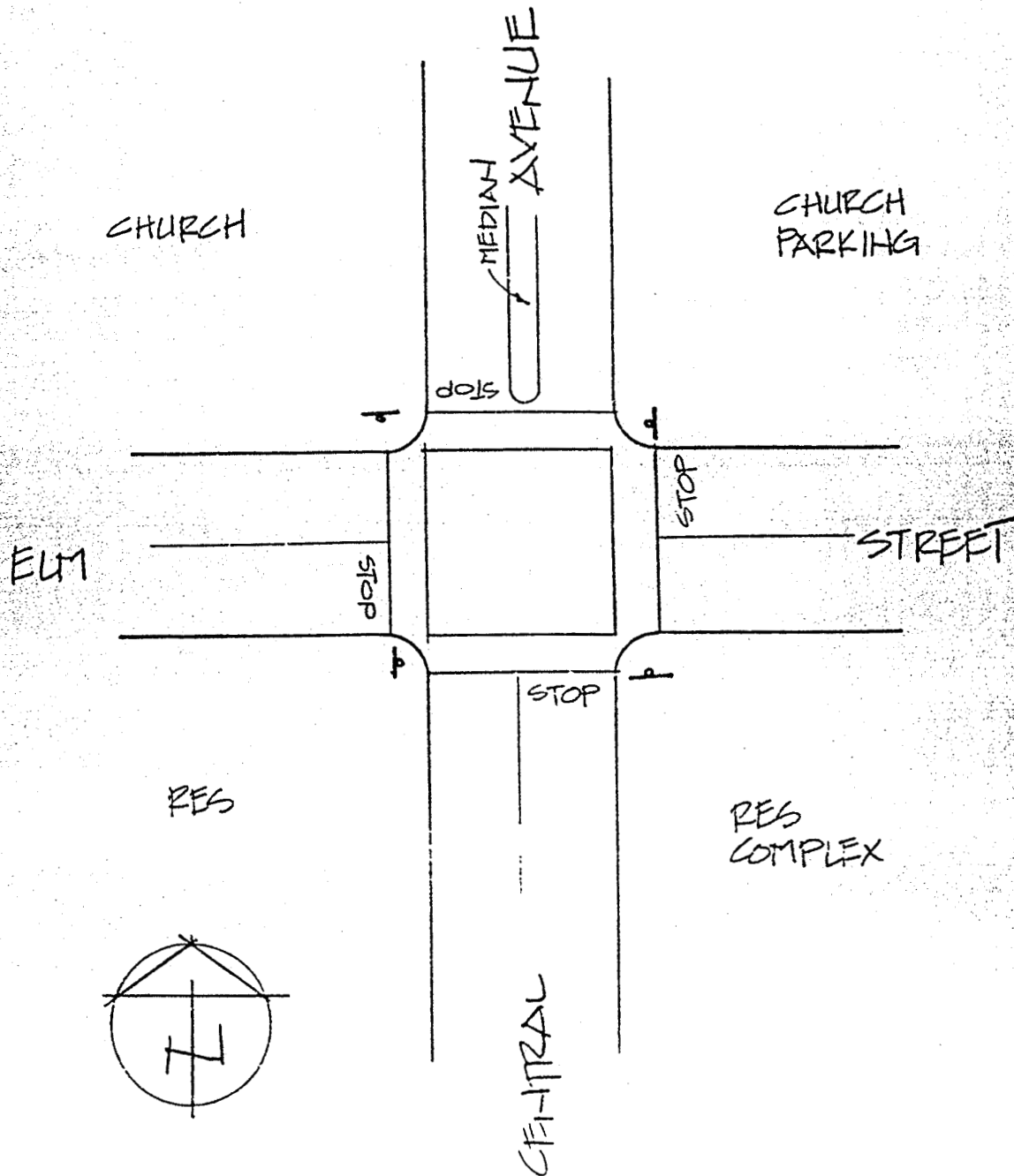


CITY OF LODI

PUBLIC WORKS DEPARTMENT

ELM ST./CENTRAL AVE.

EXHIBIT A



10/59

RESOLUTION NO. 89-154

A RESOLUTION OF THE LODI CITY COUNCIL
APPROVING THE INSTALLATION OF FOUR-WAY STOP SIGNS
AT THE INTERSECTION OF CENTRAL AVENUE AND ELM STREET
THEREBY AMENDING TRAFFIC RESOLUTION NO. 87-163

RESOLVED, that the City Council of the City of Lodi does hereby approve the the installation of four-way stop signs at the intersection of Central Avenue and Elm Street, as shown on Exhibit A attached hereto.

FURTHER RESOLVED, that City of Lodi Traffic Resolution 87-163, Section C 1 "Multi-Way Stop Intersections" is hereby amended by designating the installation of four-way stop signs at the intersection of Central Avenue and Elm Street.

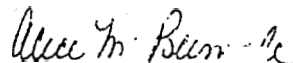
Dated: November 1, 1989

I hereby certify that Resolution No. 89-154 was passed and adopted by the City Council of the City of Lodi in a regular meeting held November 1, 1989 by the following vote:

Ayes : Council Members - Hinchman, Olson, Pinkerton and Snider (Mayor)

Noes : Council Members - None

Absent: Council Members - Reid


Alice M. Reimche
City Clerk

89-154

RES89154/TXTA.02J